

Table 1A. Proposed Transit Service Reductions Options and Estimated Annual Savings (not cumulative - see note pg.3)

Opt.	Facility/ Route	Change Description	Estimated Annual Savings \$	Explanation
1	All VM Routes	Eliminate Sunday Service	517,000	Eliminate Sunday Service on all fixed routes except Rt. 72 (Rt. 72, listed separately below)
2	All VM Routes	Reduce Sat. & Sun. Service	240,000	Reduce all routes to hourly (60 min.) service on Saturday and Sunday except leave Route 72 at 30 min.
3	NH & DT Trolley	Eliminate Sunday Service	172,000	Eliminate Sunday Service on both Trolley Routes (except for March and April Giants games, Culinary and Arts Festival events).
4	NH Trolley	Reduce service hours	75,000	Provide service 7 days a week, 7a.m. to 8 p.m. (currently 7a.m. to 10 p.m.)
5	NH Trolley	Reduce service frequency	528,000	Change all service from 20 min. headways to 40 min. headways
6	DT Trolley	Reduce days of service	114,000	Reduce to 4 operating days per week - Thursday through Sunday.
7	DT Trolley	Reduce days of service	137,000	Reduce to 3 operating days per week - Thursday through Saturday.
8	DT Trolley	Eliminate summer service	67,000	Eliminate Summer service and operate September through May only.
9	DT Trolley	Reduce days of service and eliminate summer service	182,000	Reduce service to four days a week, Thursday through Sunday, and Eliminate Summer service
10	DT Trolley	Reduce days of service and eliminate summer service	220,000	Reduce service to three days a week, Thursday through Saturday, and Eliminate Summer service
11	Route 76	Eliminate route	1,088,670	Increases transfers for users, from east/west routes to the 72 or 81 to travel north/south
12	Route 76	Change Operators from RPTA to Atypical	375,000	This option includes collecting fare revenues, but does not include a required one time capital equipment purchase (\$150,000 estimate) associated with collecting and processing equipment. It also factors in an annual outlay for security deposits, fare handling personnel and maintenance for equipment. Costs for insurance, fuel, and additional maintenance for VMS and DVR cameras are also included.

Opt.	Facility/ Route	Change Description	Estimated Annual Savings \$	Explanation
13	Route 66	Replace with Neighborhood Trolley	609,000	Fares are no longer collected. Possibility exists to shift Neighborhood Trolley over to 68th St. to cover Rt. 66; users could transfer to Neighborhood Trolley from Tempe.
14	Routes 76 and 66	Combine routes.	500,000	Atypical operates using a Valley Metro bus, and continued collection of fares. Eliminates the need to purchase fare boxes; however, operating costs are not as significantly reduced. We would be able to restore service on Miller Rd. between McDowell and McKellips, but may no longer directly serve Skysong or Loloma due to routing constraints.
15	Route 76 and 66	Combine into new Trolley route.	800,000	Atypical operates using a trolley vehicle. Change Neighborhood Route over to 68th, or leave on existing route and provide transfer opportunity to Fixed Route service. Eliminates fare collection equipment costs.
16	Route 81	Eliminate Service north of Shea	835,400	End route at 90th St. and Shea Blvd.. Rt. 81 connects with Rt. 511 (funded by Proposition 400) at 90th/Shea allowing for transfers twice in the AM and PM peaks; however, Rt. 81 serves the east side of the Scottsdale Airpark all day while the Rt. 511 currently serves the west side of the airpark only. Providing minimal service to both sides of the airpark with Rt. 511 would require adding another stop to this express route.
17	Route 81	Shorten route with 20 min. peak service north of Shea.	535,000	Provide 20 min. peak hour service to the east side of the Airpark during peak a.m. (6:30-10:30) and p.m. (3:30-6:30) hours Monday through Friday.
18	Route 81	Reduce peak hour service	271,000	This options reduces peak hour service from 15 minutes to 20 minutes from McKellips to Hayden/Raintree, Monday through Friday.
19	Route 170	Reduce service	192,000	Eliminate non-peak hour service. Keep weekday airpark service; five trips each AM and five PM.
20	Route 170	Eliminate	359,000	FY 08-09 ridership was only 73,000 and is very high in the peak hours and very lean during off-peak hours. The majority of the riders exit the route at Scottsdale road (the Phoenix/Scottsdale line) and walk to their destination or transfer to the Route 72.

Opt.	Facility/ Route	Change Description	Estimated Annual Savings \$	Explanation
21	Loloma Station	Close facility to transit use (affects Routes 41, 66, 72 and Trolleys)	109,000	May be an unnecessary facility for a grid-based route system, since all bus/trolley routes using Loloma also provide transfers on-street. Projected savings include contract and maintenance staff salaries and 13,516 miles (Rt. 41 and 66) of bus service. Also reduces costs currently charged to other department budgets: utilities, cleaning, and water. Presents option to increase and transfer investment to another transit facility by selling the parcel/facility for redevelopment. Consideration of the site's public art would be required. Since Route 72 is paid for by regional funds, mileage savings could be used to extend approx. 52 additional trips/week to Thompson Peak. May result in rerouting of the trolleys.

Table 1B. Transit Service Changes Producing Revenues Instead of Savings

Opt.	Facility/ Route	Change Description	Estimated Annual Revenue \$	Explanation
23	Route 72	Reduce peak hour service	215,000	Reduce weekday peak hour service from existing 15 min. to 20 min. (reflects only Scottsdale's equity in route). Because Route 72 costs are paid by regional PTF funding, actual cost savings must be shifted to another regional Supergrid route which would then reduce the contract cost to the Scottsdale for that route. For example, revenues produced from reducing peak hour Rt. 72 service (\$215,000) could be shifted to fund the Rt. 81. This would save the City the contract cost or help continue peak hour service to the Airpark from Shea Blvd.).
24	EVDAR non-ADA	Eliminate non-ADA trips EVDAR and/or Cab Connection	400,000	An evaluation of EVDAR trip data for the first six months of FY2010 shows that 50 percent of the trips are non-ADA; and, of the non-ADA trips 21 percent are taken by ADA certified individuals (non-ADA trip booking is more flexible but not guaranteed). In consultation with East Valley DAR staff, it is estimated that at least 80 percent of the remaining uncategorized individuals could qualify for certification, if required to receive DAR service. In FY 2008 Mesa eliminated EVDAR non-ADA trips and costs actually increased.

Opt.	Facility/ Route	Change Description	Estimated Annual Savings \$	Explanation
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Note: Adding savings cumulatively could result in duplicative counting